Aden

703 The way to do this is to use the Air Arm as much as possible. The Arabs are a proud race and rate personal bravery highly, as highly as they do prestige, and frankly, that is far too high. They will not give in to an inferior force, but will shoot it out to the end. They are unlikely to give in to a slightly superior force, but they will give in to an overwhelming force and often be secretly glad to do so.

648 726 703 I found when using the Government Guards or the Aden Protectorate Levies to deal with petty malefactors that if I sent a small but adequate force there was invariably a fight, but if I sent far more men than were necessary the malefactors' pride was saved and there was no blood shed.

648 726 703 706 707 An example of air-land co-operation based on actual fact involves an aeroplane and two patrol cars. The aircraft was on frontier reconnaissance patrol; the pilot spotted a lorry travelling southwards inside the Protectorate border in a prohibited zone. This was up on the Saudi Arabia-Aden frontier. He circled and at the same time wirelessed to the nearest frontier Post for patrol cars. The lorry was halted by a burst of fire well in front. A message was dropped and the lorry was ordered to remain stationary and wait for the patrol cars. It did so. The aircraft guided the cars to the lorry. It was loaded with rifles for distribution in the Protectorate and carried a number of well-armed tribesmen. There was no fight; the aircraft was the overwhelming force. The tribesmen were disarmed and the lorry was taken to the nearest Hadhrami Bedouin Legion Post. If the aircraft had not been used on patrol, the lorry would not have been spotted, and if the aircraft had not been there when the patrol cars arrived, there would have been a very unpleasant scene indeed. The tribesmen would certainly not have given in without a fight and lost the rifles, each one of which was worth locally one hundred pounds sterling.

648 726 707 In action against raiders from across the frontier in hilly country, aircraft are not nearly so lethal as many think because the lightly armed raiding tribesman has so much cover at his disposal. In fact they are very hard indeed to hit at all.

2: Hickinbotham G-4, 5 (ca. 1931-ca. 1957)
1958 MM1 Aden MM1
Yemen MLI

locally in increasing the prestige of the Imam. As a threat to anyone they are not worthy of consideration and should prove an easy target for aircraft should the need to obliterate them ever arise. Perim is no longer of any military importance and has not been garrisoned since 1928 and has had no commercial importance since Lambert Brothers or the Perim Coal Company closed down some twenty years ago. The only claim to be of use that the island can make is that it is the site of two essential lighthouses, and even in this respect it is a nuisance as the presence of the lighthouses necessitates the maintenance on the island of a detachment of Armed Police. As there is no water on the island a condenser has to be manned and maintained to provide the lighthouse crews and the police with drinking water. Altogether Perim has become rather more of a liability than an asset.

I think it most unlikely that there ever has been any intention of the Yemen or Egypt to construct a submarine base at the southern end of the Red Sea. It would be most uncomfortable in the summer, within easy range of aircraft from Aden and altogether rather pointless. Submarines will probably visit Hodeidah if they have Commanders sufficiently skilful and intrepid to navigate through the reefs which surround that place, and they may call at Mocha farther south, but I see no menace to anyone in this and can only hope that Russian and Chinese gold and dollars will be wasted on so fruitless an enterprise.

The highlights of this otherwise rather gloomy picture are the loyalty of the Protectorate Forces and the renewed interest of the Protectorate States in the Federation plan. The Aden Protectorate Levies and the Government Guards consist, as we know, entirely of Arabs from the Protectorate States with British and Arab officers; in the Government Guards of equal status in the higher ranks. Their bravery and devotion to duty under continuous and almost intolerable strain has been outstanding, and they have won the admiration and respect of everyone by their work for their country in whose defence they have always been ready to lay down their lives.

Under the continued spur of Yemen aggression and subversion the States of the Protectorate seem at last to have realised

8:Gt. Brit., Colonial Office G-3 (1951-52)1954 MM1 Aden M M

respect of injury to third parties. This legislation is similar to that which has existed in the United Kingdom for many years.

The Medical Practitioners (Amendment) Ordinance (No. 8 of 1952), which made it an offence for a person to practice medicine in the Colony unless registered under the Ordinance. It has also deleted the provision under which the practice of native systems was permitted, since treatment by qualified practitioners is now available in the Colony.

The Ordinance also made provision for the control of the sale and publication of advertisements of cures.

The Distribution of German Enemy Property Ordinance (No. 9 of 1952), which was based on the Distribution of German Enemy Property Act, 1949, of the United Kingdom, and which made local provision for the collection, realisation and distribution of property in the Colony which belonged to German owners on 3rd September, 1939. It provided that creditors in the Colony should have a first charge on such assets in Aden.

The Prevention of Cruelty to Animals (Amendment) Ordinance (No. 12 of 1952), which prohibited the carriage or conveyance of animals in such a manner as to cause them unnecessary suffering. It also enabled rules to be made to regulate the conditions under which animals should be carried by sea.

The Press and Registration of Books (Amendment) Ordinance (No. 14 of 1952), which made it obligatory for persons publishing newspapers to give security for any damages which a court may award against them in a libel suit. It also provided for the correction of articles and other reports in local newspapers which contain factual statements which either are false or distorted.

The Port Ordinance (No. 15 of 1952), which amended and consolidated the law relating to the Port of Aden and matters ancillary thereto. It replaced the Indian Ports Act, 1908, and also the Indian Lighthouse Act, 1927.

The Port Trust (Amendment) Ordinance (No. 16 of 1952), which authorised the Trustees of the Port of Aden to raise money by way of loans or temporary borrowing in order to carry out the duties imposed upon them under the principal Ordinance. It also gave statutory recognition to the practice that all port dues, fees and charges should be credited to the Trustees.

The Workmen's Compensation (Amendment) Ordinance (No. 17 of 1952), which brought within the scope of the principal Ordinance locally engaged civilian staff of departments of Her Majesty's Government in the United Kingdom. In Aden this virtually means local civilians employed by Her Majesty's Forces.

It also increased the minimum payment of compensation, in the case of injury to a workman resulting in permanent total incapacity, from *Shs.*1,050 to *Shs.*1,500 and the maximum from *Shs.*15,000 to *Shs.*18,000 which latter amount represents 24 months' earnings of a workman whose monthly earnings do not exceed *Shs.*750.

This Ordinance has not yet been brought into force.

The Government Guards (Amendment) Ordinance (No. 18 of 1952), which provided mainly for the better enforcement of discipline in the Force